

**DEPARTMENT OF TRANSPORTATION****DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch  
690 Walnut Ave. St. 150  
Vallejo, CA 94592-1133  
(707) 649-5453  
(707) 649-5493

Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 70.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-005812**Date Inspected:** 16-Mar-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 830**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1530**Contractor:** Japan Steel Works**Location:** Muroran, Japan**CWI Name:** none**CWI Present:** Yes No**Inspected CWI report:** Yes No N/A**Rod Oven in Use:** Yes No N/A**Electrode to specification:** Yes No N/A**Weld Procedures Followed:** Yes No N/A**Qualified Welders:** Yes No N/A**Verified Joint Fit-up:** Yes No N/A**Approved Drawings:** Yes No N/A**Approved WPS:** Yes No N/A**Delayed / Cancelled:** Yes No N/A**Bridge No:** 34-0006**Component:** Tower, Jacking and Deviation Saddles**Summary of Items Observed:**

On this date 3/16/09, Caltrans OSM Quality Assurance (QA) Inspector, Mike Brcic, was present during the times noted above for observation relative to work performed in Foundry, on site Japan Steel Works (JSW).

W2W1 - Post Weld Heat Treat (PWHT) complete.

W2E3 - Idle, awaiting move to Fabrication Shop #4.

W2W1 - Casting Magnetic Testing (MT) in process.

W2W3 - Sitting Idle awaiting repair welding to commence.

T1-3 - Moved to Fabrication Shop #4. Staging being installed to prepare for buttering of cast weld face (surfacing).

E2E1 - Machine surface Penetrant Testing (PT) complete, numerous indications noted by JSW techs, awaiting MT.

E2W1 - Shaping in progress. Caltrans QAI observed one welder perform carbon-arc-gouging (shaping) process on exterior rough surface of rib sides of E2W1 east deviation saddle after rough machining. The gouging surface is the exterior rough surface areas which are not uniform surface and not able to use machining. The gouging purpose is to remove all of excess metal from the rib areas. The equipment used for gouging is manual process with 10mm gouging electrode. The gouging process will be completed within the next few days. Based on Caltrans observation, no discrepancies were noted at this time.

Unless otherwise noted, all observations reported above appear to be in general compliance with applicable

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contract documents.

### Summary of Conversations:

No significant conversations were reported on this date.

### Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Nina Choy @ 1(510)385-5910, who represents the Office of Structural Materials for your project.

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<b>Inspected By:</b>	Brcic,Michael	Quality Assurance Inspector
<b>Reviewed By:</b>	Lanz,Joe	QA Reviewer

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